

BOSTON BROKERS ARRESTED

SEDERQUIST, BARRY, CURTIS AND ROLLINS HELD.

All Are Charged With Larceny in Connection With the Failure of Sederquist, Barry & Co. Last May—All Are Held Under \$20,000 Bail Each for Trial.

Boston, Oct. 6.—The criminal case involving members of the failed brokerage firm of Sederquist, Barry & Co. and other brokers in the financial district had important developments early this afternoon, when Harry F. Curtis and Charles H. Rollins were arrested and held in bonds of \$20,000 on the charge of larceny.

Curtis was formerly a member of the brokerage firm of Curtis & Sederquist, the predecessors of Sederquist, Barry & Co. He is 40 years old and lives in a splendid home in Brookline. Curtis since his entrance into the brokerage business seven or eight years ago has established ambitious social connections. He is reputed to be wealthy.

Charles H. Rollins was until recently a member of the firm of Freeman, Rollins & Co., a New York Stock Exchange firm. This concern failed a few weeks ago as the result of publicity which connected it with the smash of Sederquist, Barry & Co.

Mr. Rollins lives at 497 Commonwealth avenue and was a member of the First Corps Cadets. He was also until very recently a member of Gov. Draper's staff, a position which he resigned when his firm got into financial difficulties.

Curtis and Rollins were both indicted secretly in the indictment, which included Arthur B. Sederquist and John E. Barry, two of the three members constituting the firm of Sederquist, Barry & Co. Rollins called at headquarters and gave himself up, saying that he had been informed that a warrant was out for his arrest.

Curtis surrendered to the police shortly before 2 o'clock. He was accompanied by counsel and when arraigned declined to plead to the indictment.

The arrest of Curtis and Rollins makes four prominent brokers to be arraigned within the last forty-eight hours as a result of the failure of Sederquist, Barry & Co. on May 29. Sederquist and Barry were arrested Monday morning and were released on bail in the sum of \$2,000 each, but not before the latter had spent a night in jail.

The charge of larceny upon which the four brokers were arrested is contained in an indictment of 120 counts in which it is alleged that they stole \$116,530 from Aaron Binford, Alexandrina Green and others on May 1 last, which was about three weeks prior to the Sederquist, Barry & Co. failure. The failure was for more than \$600,000, and there were more than 1,300 creditors scattered all over New England, among them being many women.

Harry F. Curtis retired from the firm of Curtis & Sederquist two years ago and in February and purchased a seat on the floor of the New York Stock Exchange which cost \$100,000.

His new venture was started under the name of Curtis, Freeman & Co., but this concern had no sooner begun business than it was dissolved as a result, it has been said, of certain orders issued by the governing board of the exchange.

Then it was announced that a new firm under the name of Freeman, Rollins & Co. had purchased a seat on the New York Stock Exchange.

Not long after the failure of Sederquist, Barry & Co. a committee composed of the creditors of the latter concern issued a statement in which it was asserted that Sederquist, Barry & Co. owed Freeman, Rollins & Co. \$100,000 and this latter firm owed Curtis practically the same amount.

The committee was of the opinion that Curtis was the power behind the throne in the affairs of both Sederquist, Barry & Co. and Freeman, Rollins & Co. and that this double-barreled loan deal was of a decidedly suspicious character.

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BIG TASK AHEAD IN MOROCCO

Mulai Hafid Helping the Riffs Against Spain—British Possibilities.

MADRID, Oct. 6.—Some newspapers and publicists declare their belief that the situation in Morocco is improving in gravity, and however much the Government may wish and try to limit its operations against the Riffs circumstances will compel it to widen the field.

These pessimists are convinced that the Sultan has already aided the northern tribes and is only awaiting the opportunity to take more open action. The *Heraldo* urges that immediate preparations be made for grave eventualities.

LONDON, Oct. 7.—The San Sebastian correspondent of the *Telegraph* claims to have positive knowledge that the Spanish Government was drawn into the operations against the Riffs by the incoherence of the exact information from Gen. Marina, who, deceived by native spies, believed that a campaign could be easily settled by three battalions and that the strategic positions desired could be occupied without firing a shot.

It was not until after the battles that took place in July that the mistake was understood. The optimists have been again misled by the easy capture last week of Zeluan and Nador, which was actually due to the strategy of the Moors, whose object it was to lure the soldiers into the mountains. The correspondent believes that Zeluan will be destroyed and abandoned and that the operations will be reduced to constructing an entrenched camp in the neighborhood of Melilla.

The Government is anxious to end the war. It will do its utmost to avoid a war with the Sultan, which will only happen if Mulai Hafid declares it. The Rifians are being constantly reinforced. More than 15,000 Moors arrived last week, including numerous horsemen from Fez and Taza. They are also receiving large supplies of new rifles and ammunition.

AVIATORS IN ST. LOUIS.

Curtis Arrives With His Machine—Knabenshue Makes an Ascent.

ST. LOUIS, Oct. 6.—Glenn H. Curtiss arrived in St. Louis early this morning accompanied by his wife and the aeroplane used in New York. His new machine was ready to get up on the grounds when he arrived. The one he brought with him was unpicked and the work of assembling was begun late in the afternoon. He will probably make a trial to-morrow, wind permitting.

Roy Knabenshue made two ascensions in his dirigible to-day.

George Osmont, the French operator of the Curzon-Farman biplane, made four five minute runs along the ground to test the field. He did not leave the ground. Both he and Curtiss and Baldwin's, Lincoln Beachey's and Knabenshue's dirigibles will make ascensions to-morrow.

AVIATORS IN AUTO SMASHED.

Zeus Badly Injured and Tissandier Bruised When Axle Broke.

SINCE, France, Oct. 6.—An automobile containing three passengers, of whom two were the noted aviators Tissandier and Zeus, was running at a high rate of speed through this place to-day, when an axle broke.

The car skidded for fifty yards and then was hurled into a field.

Zeus was very seriously injured. The other two passengers were bruised.

MURDER IN LIBERTY, N. Y.

Mrs. Amy Benton Found Dead and Her Husband Held on Suspicion.

LIBERTY, N. Y., Oct. 6.—Mrs. Amy Benton was found murdered at noon to-day by her son Horace, who had just returned from school. Her husband, Richard Benton, proprietor of a large lively stable here, is in jail awaiting the action of the coroner's jury which meets Friday.

Mrs. Benton was 51 years of age and leaves, besides her husband and son, a daughter, Miss Charlotte Benton, who is at present in New York studying art.

DIED SOME YEARS AGO.

Human Skeleton Found in Lower Middle Post Rifter Stratum in France.

PARIS, Oct. 6.—A fossil human skeleton has been discovered at Ferrassie, Department of Dordogne, in the stratum of the lower middle post tertiary period, which dates back at least 20,000 years.

This is the second discovery of the kind in France within a year.

GOVERNOR ATTACKS U. S. JUDGE.

Comer of Alabama Says Jones Is Not a Fair Judge.

MONTGOMERY, Ala., Oct. 6.—Gov. B. B. Comer comes out to-night in an interview assailing Judge Thomas C. Jones of the United States Court for his action in deciding the rate cases against the State, impugning his integrity as a Judge and saying that it was generally understood that the Judge decided the cases before he heard the evidence and that the belief was that he informed the railroads beforehand what he was going to do.

He charges that as Judge Jones was in all his business life, save when holding office, in the employ of the Louisville and Nashville Railroad, which also gives work to many of his family, he was not competent because of such environment to give justice.

In all reason, he asserts, the cases ought not to have been tried by Judge Jones.

In a recent interview Judge Jones resented remarks to this effect made in a speech by Gov. Comer.

The Governor comes back and says that he has criticized the Judge, whom he does not consider a fair Judge and whose judgment is at fault, as shown by the fact that the Court of Appeals reversed him and said that he had no right to issue the injunctions that tied up the State laws.

METZ POPS IN ON THE 100

HEARS HIMSELF ATTACKED AND MAKES REPLY.

"This Is a Good Old Town," His Answer to Mr. Stimson's Charges Regarding Subways and School Sites—Audience Pleads for More, but He Vanishes.

The committee of 100 had a mass meeting last night at their "Citizens' Exhibit," 29 Union square. The speakers were Henry L. Stimson, Frank Moss, Michael A. Fitzgerald and Comptroller Metz.

Mr. Stimson was making fine progress and had just put the delay in running ten car subway trains up to the Board of Estimate, saying that it had refused to appropriate the million and a half necessary to lengthen the subway platforms and give better service, when a man seated near the platform arose and, shaking a finger at the speaker, began: "I hope you want to tell the truth, but you have just made a misstatement. That matter of the subway platforms was referred to me and I'm the one who is holding it up—I'm Comptroller Metz. There's no use voting the money until they are ready to build the platforms."

Mr. Stimson rallied and fired a question at the Comptroller: "Do you know why they are being held up?"

"Certainly I do. Mr. Stimson told me they wouldn't be ready to go ahead with the construction before fall," answered Mr. Metz hotly.

"Do you know they have the cars?" insisted Mr. Stimson.

"But I've already told you that the company would not be ready to do any construction until fall, and do you suppose that I was going to put out a million dollars of the city's money for a year waiting for them?"

"How long have you held office?" asked Mr. Stimson sweetly.

"Three years and nine months, thank God," answered Metz.

"And how long has the subway been in the condition it is now in?"

"That isn't the question, the request from the commission didn't reach me until this spring."

"And you didn't feel it necessary to do anything until you had received the request?"

Mr. Metz advanced toward the platform and shook his fist.

"There has not been a request for a dollar received by the Board of Estimate from the Public Service Commission or from any other commission until this spring," he said. "Let's get the facts right. This is a good old city, but you people want to get your facts right. I just happened to drop in, but I know what I'm talking about and you fellows don't. Why should I put aside a million where I can't use it for a year? We need it for schools."

"Have you your school sites?" asked Mr. Stimson.

"Yes, and you know it!" shouted the Comptroller.

"How many schools have you built this year?"

"None. How could you build schools this year on last year's money?"

"You have eighty school sites with no schools on them," asserted Mr. Stimson.

Mr. Metz's rejoinder was: "This city ain't going to the dogs. It's a good old town, and you know it. We can't get the money for schools till the court permits it, and you know that too."

Presently Mr. Metz went away in spite of the cries of the audience beseeching him to stay.

METZ SEEMS WILLING.

Intimates That He Would Run for Office on a Ticket With Hearst.

After investigating Essex Market court yesterday afternoon Comptroller Metz excused himself, saying: "I'll have to hurry off to see what they're going to do at that meeting to-night. They're going to nominate Hearst, and want me to run too."

Are you going to? asked Chairman Albert J. Webster of the Grand Jury investigating committee.

"Isn't it time somebody did something for this city?" replied Metz. "The ticket Murphy put out last night was a disgrace to New York city."

\$500 EASY.

Soda Water Clerk Who Got It Being Sought by Police.

Paul Polack, a soda fountain tender in Riker's drug store at 262 West 125th street, put on his coat yesterday morning and said to Nellie Blatschky, the cashier: "Give me \$500. The manager told me to put it in the bank just before he went downtown."

She gave him the money and the police have been asked to look for Polack.

REID BREAKS ALL RECORDS.

New Torpedo Boat Destroyer Makes 34.548 Knots.

ROCKLAND, Me., Oct. 6.—The torpedo boat destroyer Reid not only established a new speed record for the United States Navy this forenoon, but had the additional distinction of completing the fastest standardization trial on record.

Her fastest mile was at the rate of 34.548 knots an hour, and she made twenty-two runs over the measured mile course in a little less than three hours.

The mean of her five top speed runs was at the rate of 33.75 knots an hour. The previous record for the United States Navy was held by the destroyer Flusser, also built by the Bath Iron Works. Her fastest mile was at the rate of 33.7 knots, and the mean of her five top speed runs was 32.7.

The Flusser and Reid are sister ships and were required to make 28 knots an hour to meet contract speed. Under conditions that were little short of perfect the Reid went onto the course at 8:10 A. M. It was the intention to make twenty runs but a mishap to the counters compelled two extra runs. The machinery performed splendidly. The amount of shaft horse-power developed was rising 15,000 or about 1,000 in excess of the Flusser. The standardization was followed by a steering test.

The Reid is the third ship of this type to have her builders' acceptance trial. The Smith on the Delaware course attained only a 32 knot speed on standardization.

The craft will probably go into commission on October 28. She was built at a cost of \$24,000. Her principal dimensions are length over all, 293 feet 9 1/2 inches; trial draft, 8 1/2 feet; trial displacement, 700 tons. She is propelled by a three shaft Parsons turbine. She carries four officers and eighty-five men.

SEEKS PERFECT OFFSPRING.

California Physician Proposes to Amalgamate the Races.

LONG BEACH, Cal., Oct. 6.—To experiment with amalgamation for the production of a perfect race Dr. M. A. Schulz of this city has assembled orphan babies of various nationalities and color to rear. He has American children and little Mexicans, Portuguese, Japanese and Indians, and hopes to obtain healthy Australians and Fiji Islanders. These he will train mentally, morally and physically, and then try his theory of intermarriage.

YACHT WINCHESTER LEAKS.

New Vessel Damaged by a Storm on Her Way Here—Towed to Queensboro.

Special Cable Dispatch to THE SUN. QUEENSTOWN, Oct. 6.—The steam yacht Winchester of the New York Yacht Club, which sprung a leak during a gale, was towed in here to-day by the steamer Baron Minto.

Her forward compartment is full of water.

The Winchester is owned by Peter W. Rouse. She was built this summer by Yarrow & Co., and started to cross the Atlantic for the port about a week ago. Mr. Rouse intended to use her as a ferry boat to run between his summer home on the Sound and this city.

She is a steel vessel, 165 feet long and 16 feet beam and is fitted with three Parsons turbines and burns oil for fuel. She is the first yacht that has been fitted with the combination of turbines and oil fuel, and the experiment was being watched carefully by marine engineers.

On her trial she exceeded by one-quarter knot her contract speed and made 26.25 nautical miles for 31 statute miles, an hour. Her plans were drawn by Cox & King of London, and the order was placed with them through Cox & Stevens of this city.

The Winchester was expected here this week and then she was to have had trials to show her owner and his friends what she could do. Mr. Rouse formerly owned another yacht named Winchester, which is now the property of Alfred G. Vanderbilt.

HEAVY CUSTOMS RECEIPTS.

Collections Yesterday Were \$1,512,039, Including \$1,041,997 at This Port.

WASHINGTON, Oct. 6.—The customs collections reported to the Treasury Department to-day aggregated \$1,512,039, against \$1,029,426 for the same day last year. The situation is encouraging. The collections by customs ports were as follows:

New York, \$1,041,997; Boston, \$38,242; Philadelphia, \$190,754; Baltimore, \$15,258; Chicago, \$35,295; St. Louis, \$10,745; San Francisco, \$16,358; all others, \$105,557.

New York returns are abnormal. During the Hudson-Fulton celebration collections fell off, and the revival following the event represents a reaction from the congestion.

EVANGELIST FALLS DEAD.

The Rev. W. F. Menninger Drops After Exhorting a Street Crowd.

The Rev. Wilbur F. Menninger, 50 years old, an evangelist of the Christian Mission Alliance at 690 Eighth avenue, dropped dead after addressing an open air meeting at Forty-fourth street and Eighth avenue last night. He had just finished talking when he fell. Mr. Menninger was signed superintendent of the mission. It was his duty to relieve other evangelists when they took vacations. He is survived by a wife.

TO FLY AFTER \$30,000.

Cody Hopes to Capture It by Flight From London to Manchester.

Special Cable Dispatch to THE SUN. LONDON, Oct. 6.—Capt. S. F. Cody, the American aviator who has been giving exhibitions for the benefit of the British army, has given the stipulated forty-eight hours' notice of his intention to attempt a flight from London to Manchester for the \$30,000 prize offered by the *Daily Mail*.

Under the conditions Capt. Cody, who is in the employ of the aviation department of the British War Office, will be allowed to make two stops on the way.

24 HOURS TO ST. LOUIS.

See announcement of the New Orleans Hall, Oct. 6. Take People Line to Albany and will see grand illuminations.—Adm.

RACING BALLOONS SAIL FAR

START IN ST. LOUIS AND LAND IN FOUR STATES.

Two Balloons Yet to Be Heard From—Indiana Drops in Minnesota and Its Pilot Is Injured—The New York Up for 48 Hours—The Other Records.

ST. LOUIS, Oct. 6.—The first annual balloon race of the Aero Club of St. Louis, which started on Monday at 4:45 P. M., has developed into one of the most unusual contests of the kind ever conducted.

Five balloons have landed in such widely separated States as Minnesota, Alabama, Missouri and Arkansas. Two contestants are not yet reported down.

The number of contestants was increased by one since the start through official notification from the Aero Club of America that a pilot's license had been issued to H. H. McGill, the sick man who started as pilot of the Indiana, a non-contestant.

A balloon, thought to be the Centennial, was last reported at 11 A. M. south of Birmingham, Ala., travelling southwest. If the supposed direction was continued the Centennial may now be in Florida.

The leader in distance landed in the St. Louis No. 3, Von Phil and O'Reilly, with 546 miles to their credit. The Indiana, McGill and Shauer, now holds second place with 525 miles. The Cleveland, Wade and Morgan, stands third with 452 miles. St. Louis No. 3 landed at Wabash, Minn., on the shore of a body of water known as Mills Lac at 9:30 A. M. Wednesday. The Cleveland landed at Alexander City, Ala., at 8:30 A. M. Wednesday. Alexander City is southeast of Birmingham.

By remaining aloft 48 hours and 45 minutes the balloon New York, Harmon and Post, leads in endurance by more than eight hours all the balloons down. It landed at 6 P. M. to-day at Edena, Mo., 148 miles from St. Louis. The highest altitude attained is, according to despatches, 2,400 feet, and the aeronauts sailed over Oklahoma and Arkansas.

Von Phil, pilot of the St. Louis No. 3, has exceeded the Lahm cup record, but it cannot be definitely learned here to-night that he entered for the cup before starting.

J. H. Shauer, aid to H. H. McGill, suffered a dislocated shoulder when the Indiana landed at Albany, Stearns county, Minn., at 10 A. M. Wednesday. McGill telegraphed to St. Louis that he had landed with twelve sacks of ballast aboard, on account of his own sickness and because the country beyond was like a jungle.

The Pommeroy, Arnold and Taylor, landed at Knobel, Ark., at 5 P. M. Tuesday. The aeronauts returned to St. Louis to-night.

In endurance the balloons stand as follows: New York, 48 hours 45 minutes; St. Louis No. 3, 40 hours 40 minutes; Indiana, 40 hours 35 minutes; Cleveland, 39 hours 45 minutes; Pommeroy, 21 hours 55 minutes; University City, 21 hours 55 minutes.

MIX GETS THE BALLOON CUP.

American Competitor in Zurich Race Travelled Fastest and Furthest.

Special Cable Dispatch to THE SUN. ZURICH, Oct. 6.—The American balloon America II., of which Edgar W. Mix of Columbus, Ohio, was the pilot, has won the international cup race. The balloon, which was the only American representative among the seventeen which started from this place last Sunday night, landed at Gutown, northeast of Warsaw, Russian Poland, yesterday morning.

Mix's nearest competitor was Alfred Le Blanc, the French pilot, who landed at a town in Hungary on Monday afternoon. Baucular, one of the Swiss contestants, landed Tuesday afternoon in Silesia; Messmer, the other Swiss pilot, came down the same day in another part of Silesia; the Belgian, Geerts, landed Monday morning in Bohemia, and Meckel of Germany came down Monday afternoon in Hungary.

The other balloons landed at various other points during the first twenty-four hours. Seven nations were represented by the seventeen starters.

The victory of Edward W. Mix brings two important cups for aerial competition to America. The next races for them will take place in this country next year. Glenn Curtiss brought the international aviation cup over here by his victory at Reims, and the cup Mix won on Tuesday brings the biggest balloon trophy to America. Although Mix belongs to both the Aero Club of France and that of America, he started in the Zurich race as a member of the American club.

Mix and Albert Le Blanc piloted the balloon Le France in the St. Louis race for the international cup in 1907. Oscar Erbslof in the German balloon Pommeroy beat them by nine kilometers, or about five and a half miles, travelling from St. Louis to near Asbury Park, N. J., and staying forty-four hours in the air.

The first contest for the cup, held in 1906 from Paris, was won by Lieut. Lahm, representing the Aero Club of America.

GOULD DIVORCE SIGNED.

Bill of Costs Amounting to \$3,653—No Fee for George J. Gould.

Katharine Clemmons Gould's final decree of divorce from Howard Gould was signed yesterday by Supreme Court Justice Dowling. Attached to the decree is the plaintiff's bill of costs of the action, showing that a total of \$3,653 must be paid by Mr. Gould. The original claim for costs was \$4,073, but by consent of counsel \$390 was deducted from witnesses' and stenographers' fees.

The list of witnesses and the fees paid them shows that George J. Gould, who was called by the plaintiff to testify to his brother's income, was the only witness who did not accept a fee.

Hugh L. Willoughby Building a Flying Machine.

NEWPORT, Oct. 6.—Hugh L. Willoughby, a member of the New York Yacht Club, announced here to-day that he was building a flying machine, a biplane, at Ventnor, N. J., and that he expected to finish it soon. Mr. Willoughby is skilled in mechanics and a man of large means.

LAKEWOOD: For the week end, by motor, or express train, Jersey Central, Laurel House now open. Booklet, A. J. MURPHY, Mgr.—Adm.

BARRIE TO SUE FOR DIVORCE.

Novelist and Playwright Was Married to Miss Mary Ansell in 1904.

Special Cable Dispatch to THE SUN. LONDON, Oct. 6.—J. M. Barrie, the novelist and playwright, will petition for a divorce at the coming session of the Divorce Division of the High Court of Justice.

His wife was Miss Mary Ansell, an actress, who had appeared in some of his plays. He became engaged to her at the close of a long illness from which he suffered in 1894 and they were married in the same year.

J. M. Barrie and Miss Mary Ansell were married in 1894. She was the original Nancy O'Brien in Mr. Barrie's play "Walker, London," but she has not been on the stage since her appearance in that play. She was regarded as a great beauty in London and this belief was found to be well grounded when the author and his wife visited this country in 1896.

Mr. Barrie is very fond of boys and girls, as witnessed by his "Peter Pan," and he made playmates of the little stage folk who appeared in his play in London. Mr. and Mrs. Barrie have no children. They were regarded as a very affectionate couple, both equally devoted to the great shaggy Newfoundland dog which was the "third member of the family" at their house on Leicester road, London, and which was said to be the prototype of Nana in "Peter Pan."

TWO JEWEL ROBBERIES.

Mrs. Jerome Adler and the Rev. H. P. Mendes Report Losses of Valuables.

Two robberies in which the burglars got away with much valuable jewelry have been reported to the police. Both of these robberies were reported on September 28.

Mrs. Jerome C. Adler, who lives at 29 East Seventy-ninth street, lost a lady's gold watch, a necklace of pearls, a diamond ring, a gold ring set with emeralds, a gold ring set with rubies and diamonds, a gold ring set with pearls and ten diamonds, a gold ring set with rubies, a pin set with eighteen diamonds and a bar pin set with emeralds. The value of all this jewelry was not stated.

The other sufferer is the Rev. Henry Pereira Mendes, who lives at 90 Central Park West. He reports the loss of two rings, one a diamond ring valued at \$400 and the other a pearl ring of the same value.

Details of the robberies are lacking.

AIR LINE TO THE POLE.

Zeppelin Exploration Society Will Send Out Scouts in 1910.

Special Cable Dispatch to THE SUN. BERLIN, Oct. 6.—At a meeting to-day of the Zeppelin Polar Expedition Society, over which Prince Henry presided, it was decided to send a preliminary expedition to examine the polar region in all directions.

Prince Henry made an ascension to-day in the Zeppelin III.

HONOR TO A DEAD CLERK.

Equitable Life Employees Stand Overboard on the Street as Funeral Goes By.

The employees of the Equitable Life Assurance Society stopped work for a half hour yesterday afternoon to pay their last respects to Julius Steeg, a clerk who was with the society for more than ten years and who died in Brooklyn. A large number of employees stood in front of the society's offices at 120 Broadway and at the Albany street office,